

BookletChartTM

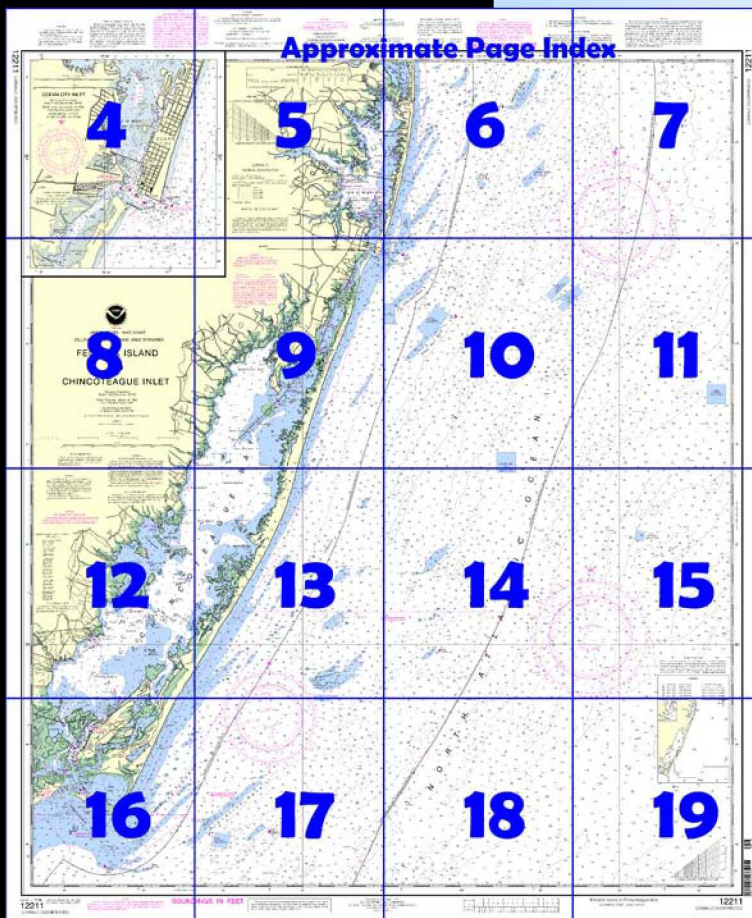
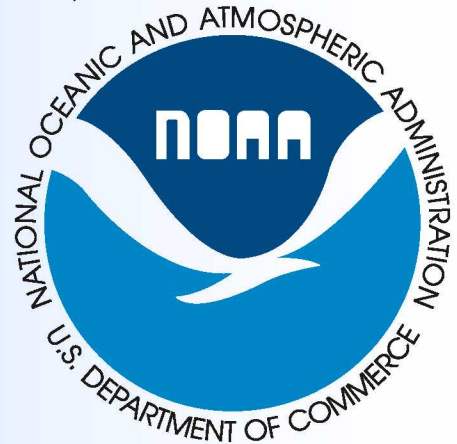
Fenwick Island to Chincoteague Inlet

(NOAA Chart 12211)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

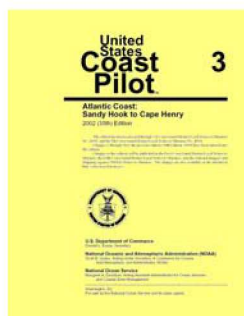
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 6 excerpts]

(11) The currents have considerable velocity in the inlets and channels - as much as 3 knots may be encountered.

(47) Fenwick Island Light (38°27'06"N., 75°03'18"W.), 83 feet above the water, is shown from a white tower, about 0.3 mile back of the beach.

(48) Fenwick Shoal has a least depth of 14 feet, but the westerly of two wrecks near the crest of the shoal is covered only 6 feet. A lighted gong buoy marks the southwest end of

the shoal.

(49) Isle of Wight Shoal has a depth of 20 feet.

(50) A narrow thoroughfare links the southern end of Little Assawoman Bay with Assawoman Bay; the controlling depth is about 2 feet. It is navigable by small boats with local knowledge. The bridge near the north end has a clearance of 11 feet.

(51) Assawoman Bay and Isle of Wight Bay have depths of 4 to 6 feet along their western sides.

(53) Ocean City Inlet is the only break in the barrier beach between Indian River Inlet and Chincoteague Inlet. The entrance is between stone jetties, but the north jetty and the outer end of the south jetty are covered at high water. Ocean City Coast Guard Station is 0.6 mile inside the inlet on the southwest side.

(54) Little Gull Bank has a depth of 15 feet and is marked at its southwest end by a buoy. Great Gull Bank has a depth of 17 feet at its southwest end.

(56) Ocean City Inlet. A channel leads to the Commercial Fish Harbor. The depths were 7½ feet in the south half and 8½ feet in the north half; thence 10 feet to the harbor. Another channel leads from the inlet along the inner side of Ocean City to Isle of Wight Bay. The midchannel depth was 6 feet to Isle of Wight Bay Buoy C.

(57) Ocean City Inlet is marked by a light and fog signal near the outer end of the north jetty and lighted buoys. Within the inlet a strong ebb current exists.

(60) The bridge over Isle of Wight Bay has a clearance of 18 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13, and 68; call sign KYU-698. Pile remains of an abandoned bridge are 0.2 mile south of the bridge.

(62) There are small-craft facilities at Ocean City and in Commercial Fish Harbor. Gasoline, diesel fuel, water, berths, and marine supplies can be obtained.

(63) Sinepuxent Bay, narrow and mostly shoal, and Chincoteague Bay, with depths of 4 to 7 feet along its western side but shoal along its eastern side, provide a 30-mile inside route for small boats from Ocean City to Chincoteague.

(64) A channel, marked by lights, lighted buoys, and daybeacons, extends through Sinepuxent Bay to Chincoteague Bay where the route to Chincoteague follows lights marking the shoals. The controlling depths were 5 feet to Coffins Point; thence 3 feet to Sinepuxent Bay Channel Light 13; thence 4 feet to Chincoteague Bay.

(66) Public Landing has a wharf, private landings, and fish piers; all have depths of about 4 feet alongside. A small-boat basin with depths of 3 feet and a launching ramp is entered just north of the piers.

(67) Tanhouse Creek has gasoline, diesel fuel. The entrance is marked by a light.

(68) George Island Landing The wharf at the town is reached from Chincoteague Bay through a private channel marked by lights and daybeacons. Depths of 5 feet were reported in the channel and alongside the wharf.

(69) Greenbackville The channel into the harbor, marked by lights, had a midchannel controlling depth of 5 feet.

(70) The channel is used to reach Chincoteague from Chincoteague Bay. It had a depth of 6 feet. Other passages between Chincoteague Bay and Inlet through islands west of Chincoteague Island are used with local knowledge. Controlling depths range from 1 to 6 feet; the bridges have clearances of 4 to 12 feet.

(71) Assateague Light (37°54'40"N., 75°21'22"W.), 154 feet above the water, is shown from a 142-foot red and white horizontally banded conical tower 3 miles from the south end of Assateague Island.

(72) Winter Quarter Shoal has depths of 12 to 19 feet, but a wreck west of the highest part is covered only 5 feet; a buoy marks the west side of the wreck.

(73) Blackfish Bank has depths of 11 to 16 feet along its 5-mile length, and near its southwest end is a depth of 11 feet over a wreck. Coasting vessels seeking protection from westerly weather pass westward of Blackfish Bank.

(74) Chincoteague Shoals, have depths of 5 to 18 feet. An unlighted buoy and a lighted bell buoy are near the 5-fathom curve southerly of the shoals.

(75) The channel to Chincoteague Channel is subject to frequent change. A sunken wreck is about 0.4 mile southwest of Fishing Point.

Table of Selected Chart Notes

CHINCOTEAGUE BAY BRIDGES AND CABLES

CHINCOTEAGUE CHANNEL
SWING BRIDGE
HOR CL 52 FT
VERT CL 15 FT
BLACK NARROWS
FIXED BRIDGE
HOR CL 33 FT
VERT CL 5 FT
OVID PWR CAB
AUTH CL 27 FT
WIRE NARROWS
FIXED BRIDGE
HOR CL 40 FT
VERT CL 10 FT
OVID PWR CAB
AUTH CL 25 FT
QUEEN SOUND
FIXED BRIDGE
HOR CL 33 FT
VERT CL 33 FT
OVID PWR CAB
AUTH CL 33 FT
COCKLE CREEK
FIXED BRIDGE
HOR CL 33 FT
VERT CL 13 FT
OVID PWR CAB
AUTH CL 33 FT
MOSQUITO CREEK
FIXED BRIDGE
HOR CL 33 FT
VERT CL 10 FT
OVID PWR CAB
AUTH CL 31 FT



HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Oct. 20/07
Corrected through LNM Oct. 16/07

Mercator Projection
Scale 1:80,000 at Lat. 38°08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CHINCOTEAGUE INLET

The channel is subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

PLANE COORDINATE GRID
(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus: The last three digits are omitted.

PLANE COORDINATE GRID
(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus: The last three digits are omitted.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) o (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Salisbury, MD KEC-92 162.475 MHz
Lewes, DE WXJ-94 162.55 MHz

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

9960.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/2 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits for fish trap areas have been established in some areas and those limits are shown thus:

Where definite limits have not been prescribed the location of fishing structures is restricted only by the regulations.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <http://www.epa.gov/owow/oceans/vesselsewage/vsdnozone.html>.

NOTE B

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pa., Baltimore, Md., or Norfolk, Va. Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

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SOURCE DIAGRAM

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The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.420" northward and 1.314" eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus:

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Ocean City	(38°20'N/75°05'W)	feet 3.9	feet 3.5	feet 0.2
	(37°54'N/75°24'W)	2.5	2.3	0.1
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Sep 2007)				

12211 LORAN-C OVERPRINTED

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BASCULE

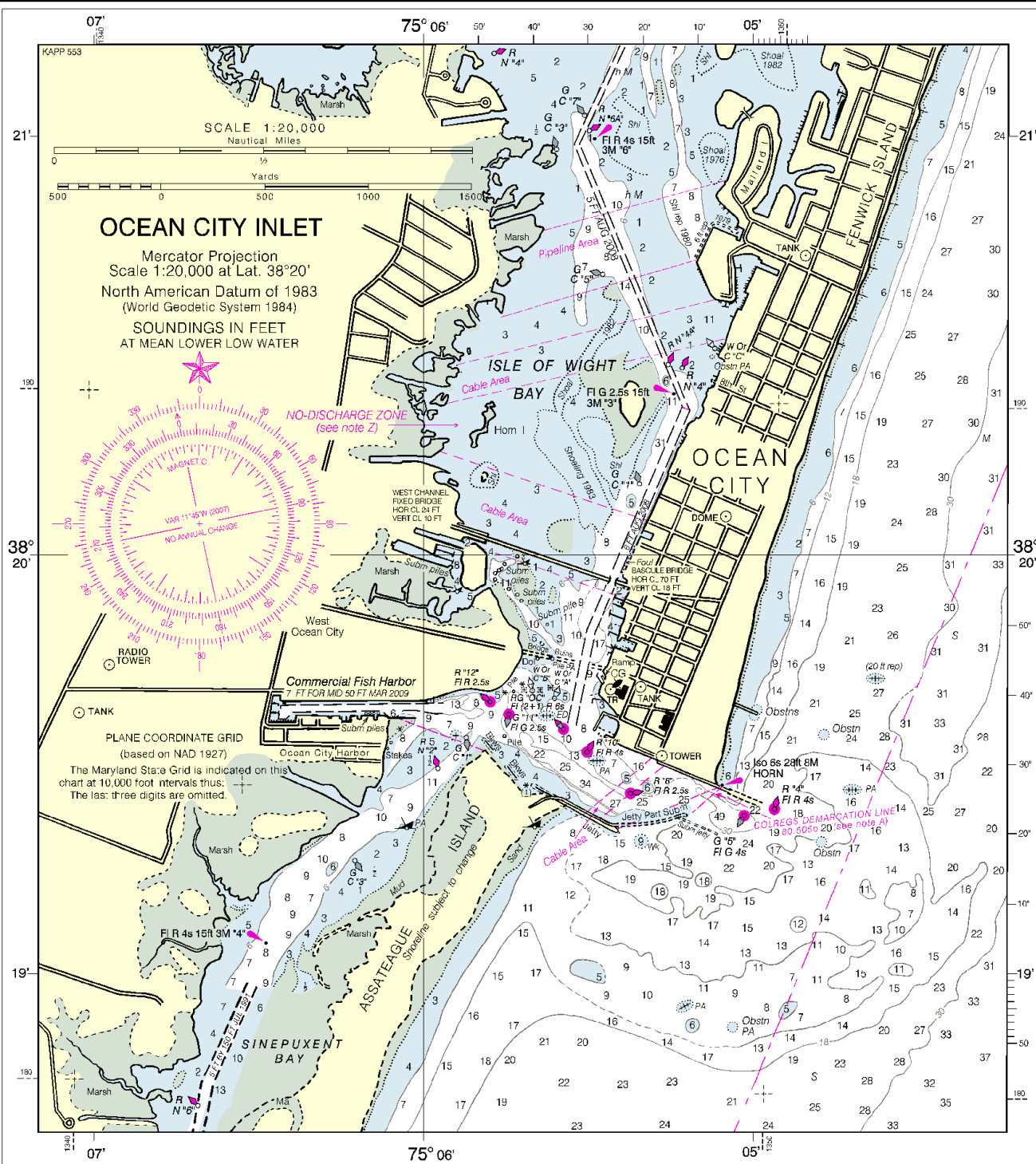
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SUPPLIER

Consult U.S. supplemental information.

For Symbols and

COLREGS: International Regulations for Preventing Collisions at Sea

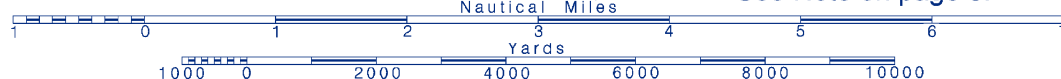


Joins page 8

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



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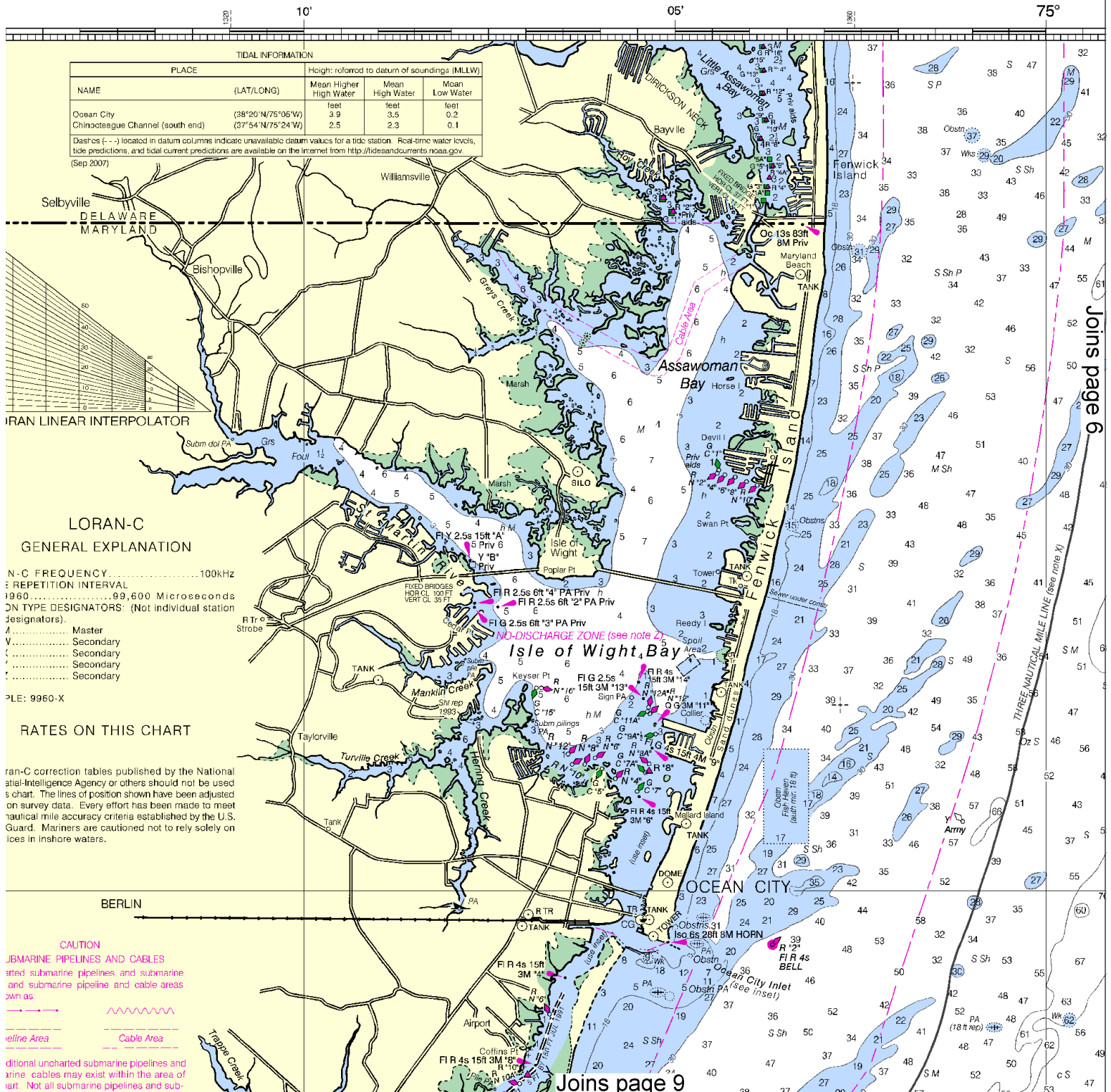
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 high elevations.

Salisbury, MD KEC-92 162.475 MHz
 Lewes, DE WXJ-94 162.55 MHz

Formerly C&GS 1220, 1st Ed., Oct. 1912 G-1949-741 KAPP 552



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

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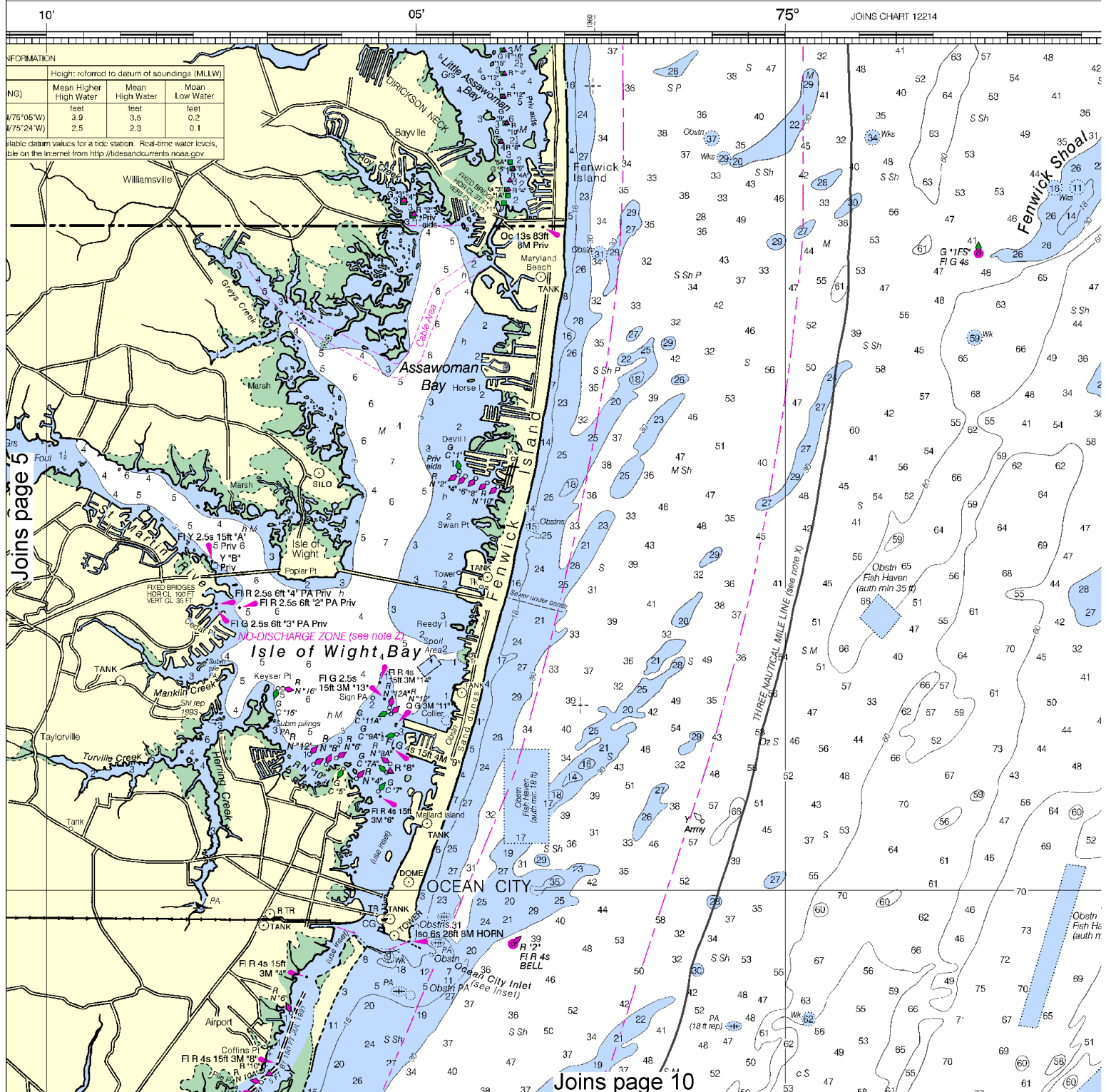
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Formerly C&GS 1220, 1st Ed., Oct. 1912 G-1949-741 KAPP 552

SOUNDINGS IN FE



AUTHORITIES

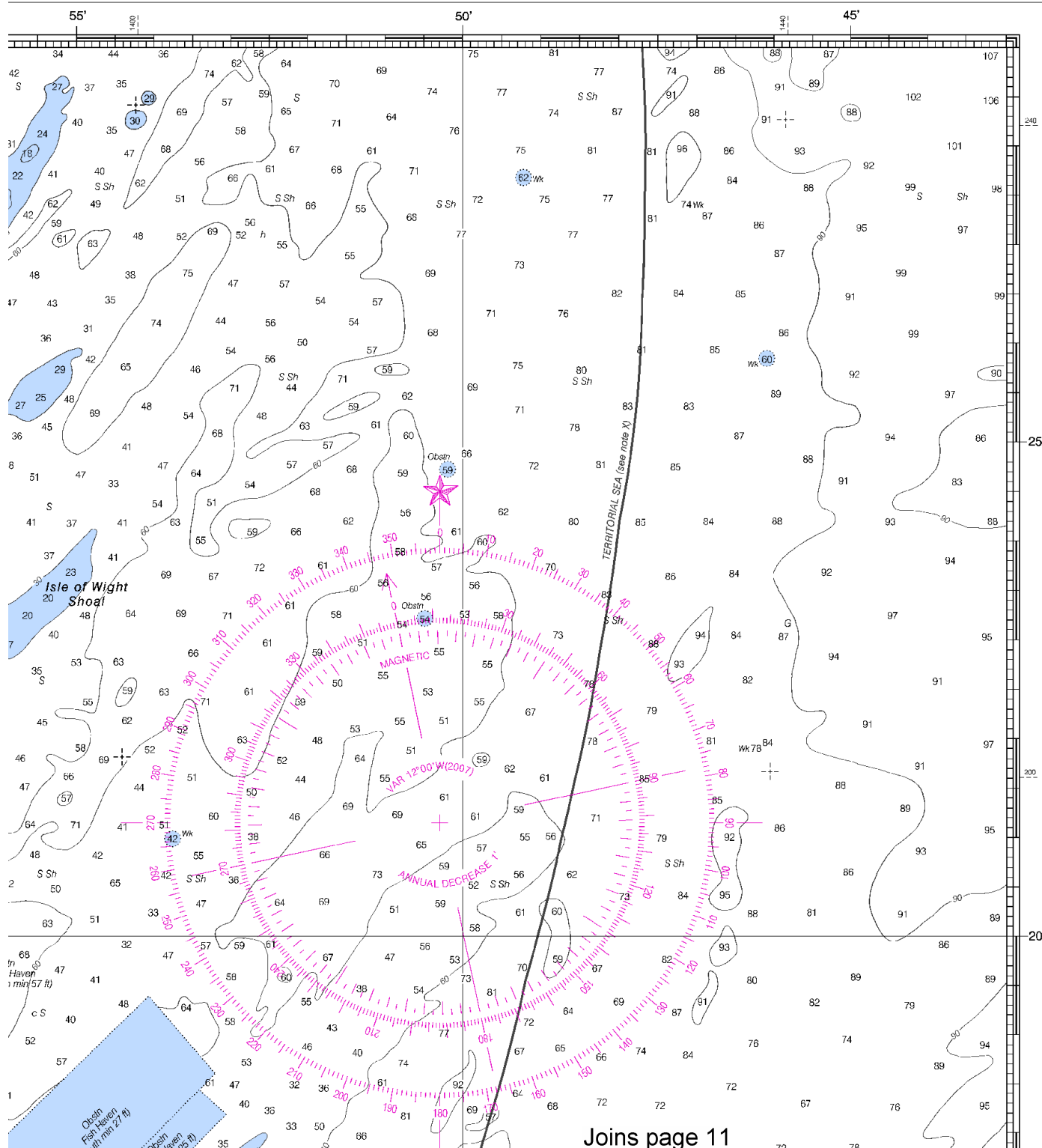
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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NOTE X

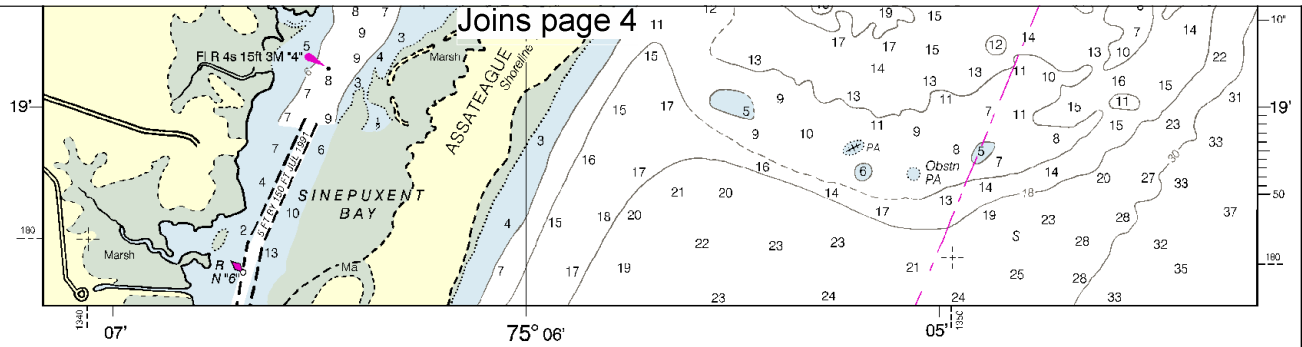
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LORAN-C OVERPRINTED 12211

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
 NGA Weekly Notice to Mariners: 1010 3/6/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

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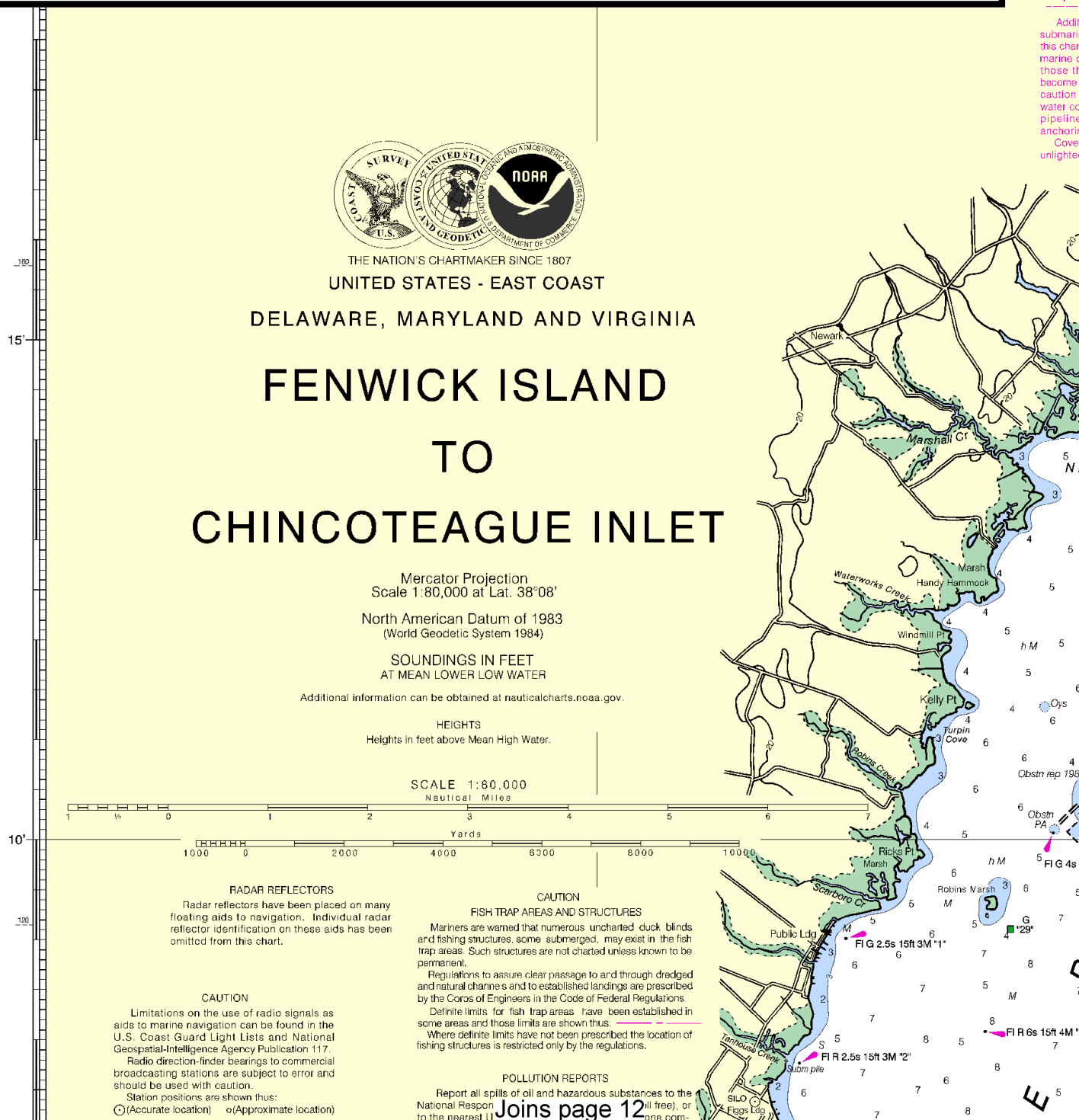


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THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST

DELAWARE, MARYLAND AND VIRGINIA

FENWICK ISLAND TO CHINCOTEAGUE INLET

Mercator Projection
Scale 1:80,000 at Lat. 38°08'

North American Datum of 1983
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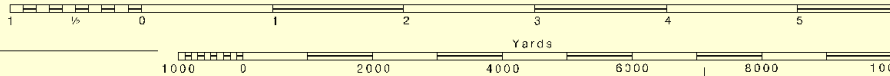
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

SCALE 1:80,000
Nautical Miles



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits for fish trap areas have been established in some areas and those limits are shown thus.

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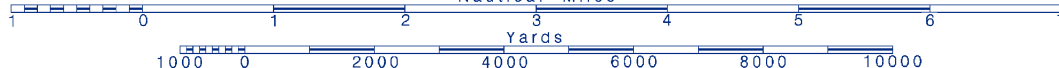
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center (1-800-424-6742), or to the nearest U.S. Coast Guard cutter.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



8



[illegible]

The chart displays the coastline of Newport Bay, Oregon, with various islands and navigational features. Key locations include Newport Bay, South Pt., Tingles I., and the Newport Bay Bridge. The chart shows depth soundings, navigational aids, and a legend for submarine pipelines and cables. The legend indicates that the lines of position shown have been adjusted on survey data. Every effort has been made to meet nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on lines in inshore waters.

CAUTION
 SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables are shown as follows:
 Pipeline Area
 Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of less than 10 fathoms in areas where submarine pipelines and cables may exist, and when dredging, dragging, or trawling. Exposed wells may be marked by lighted or unlighted buoys.

Join page 5

Join page 10

Join page 13

The chart displays the coastline of Newport Bay, Oregon, with various islands and navigational features. Key locations include Newport Bay, South Pt., Tingles I., and the Newport Bay Bridge. The chart shows depth soundings, navigational aids, and a legend for submarine pipelines and cables. The legend indicates that the lines of position shown have been adjusted on survey data. Every effort has been made to meet nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on lines in inshore waters.

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 Pipeline Area
 Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of less than 10 fathoms in areas where submarine pipelines and cables may exist, and when dredging, dragging, or trawling. Exposed wells may be marked by lighted or unlighted buoys.

Join page 5

Join page 10

Join page 13

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 EXPOSED WELLS MAY BE MARKED BY LIGHTED
 OR UNLIGHTED BUOYS.

NEPENT NECK
SANDY Pt
OCEAN CITY
LITTLE GULL BANK
GREAT GULL BANK

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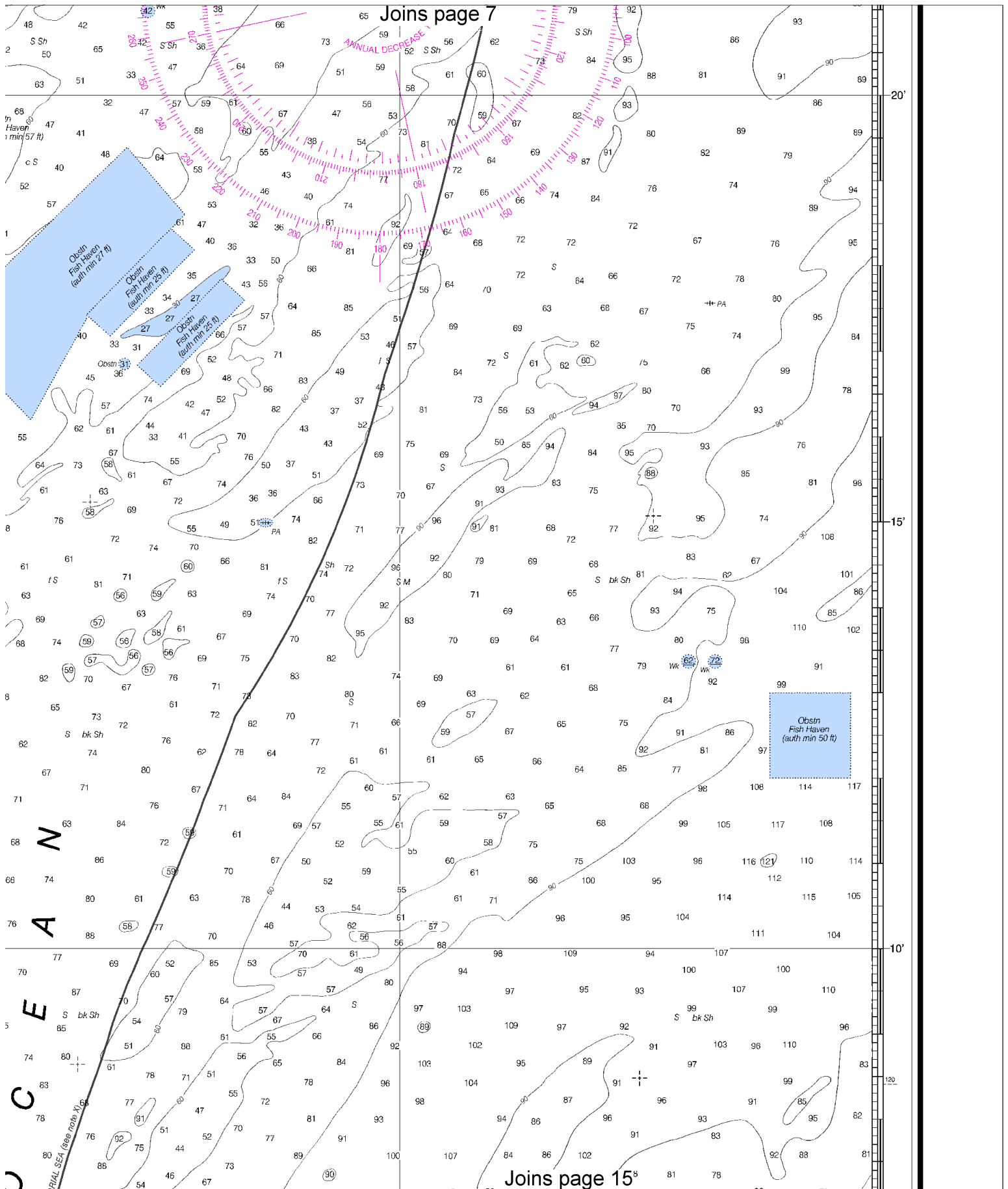
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Joins page 5
Joins page 10
Joins page 13



10'

120'

05'

38°

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)

NOTE B EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

CHINCOTEAGUE BAY BRIDGES AND CABLES

CHINCOTEAGUE CHANNEL
 SWING BRIDGE
 HOR CL 52 FT
 VERT CL 15 FT
 BLACK NARROWS
 FIXED BRIDGE
 HOR CL 33 FT
 VERT CL 6 FT
 C&D PWR CAB
 AUTH CL 25 FT
 WIRE NARROWS
 FIXED BRIDGE
 HOR CL 40 FT
 VERT CL 10 FT
 C&D PWR CAB
 AUTH CL 25 FT
 QUEEN SOUND
 FIXED BRIDGE
 HOR CL 50 FT
 VERT CL 13 FT
 C&D PWR CAB
 AUTH CL 33 FT
 COCKLE CREEK
 FIXED BRIDGE
 HOR CL 33 FT
 VERT CL 13 FT
 C&D PWR CAB
 AUTH CL 33 FT
 MOSQUITO CREEK
 FIXED BRIDGE
 HOR CL 33 FT
 VERT CL 10 FT
 C&D PWR CAB
 AUTH CL 33 FT

CHINCOTEAGUE INLET

The channel is subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

CAUTION

FISH TRAP AREAS AND STRUCTURES

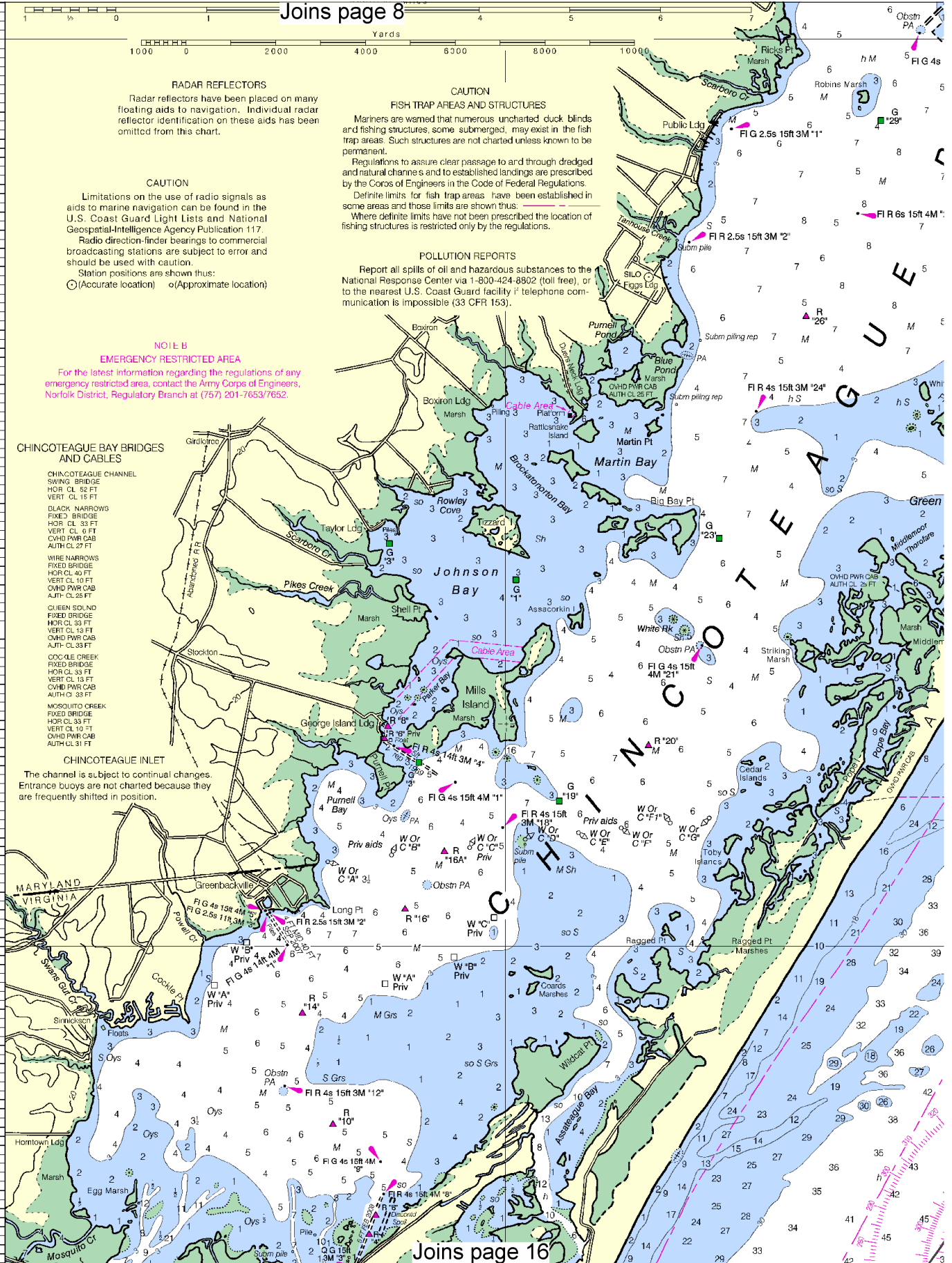
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations. Definite limits for fish trap areas have been established in some areas and those limits are shown thus.

Where definite limits have not been prescribed the location of fishing structures is restricted only by the regulations.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



Joins page 16

12

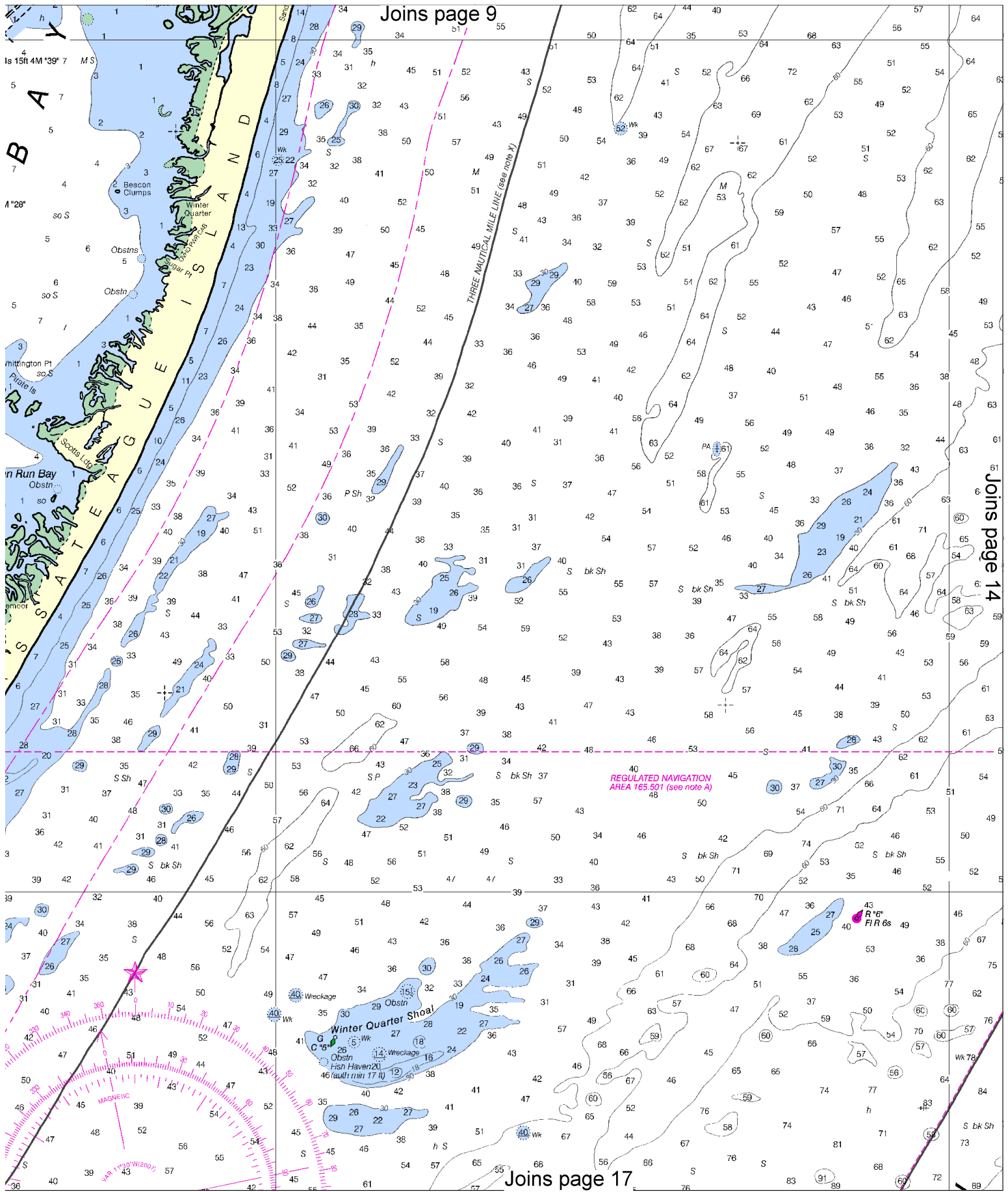


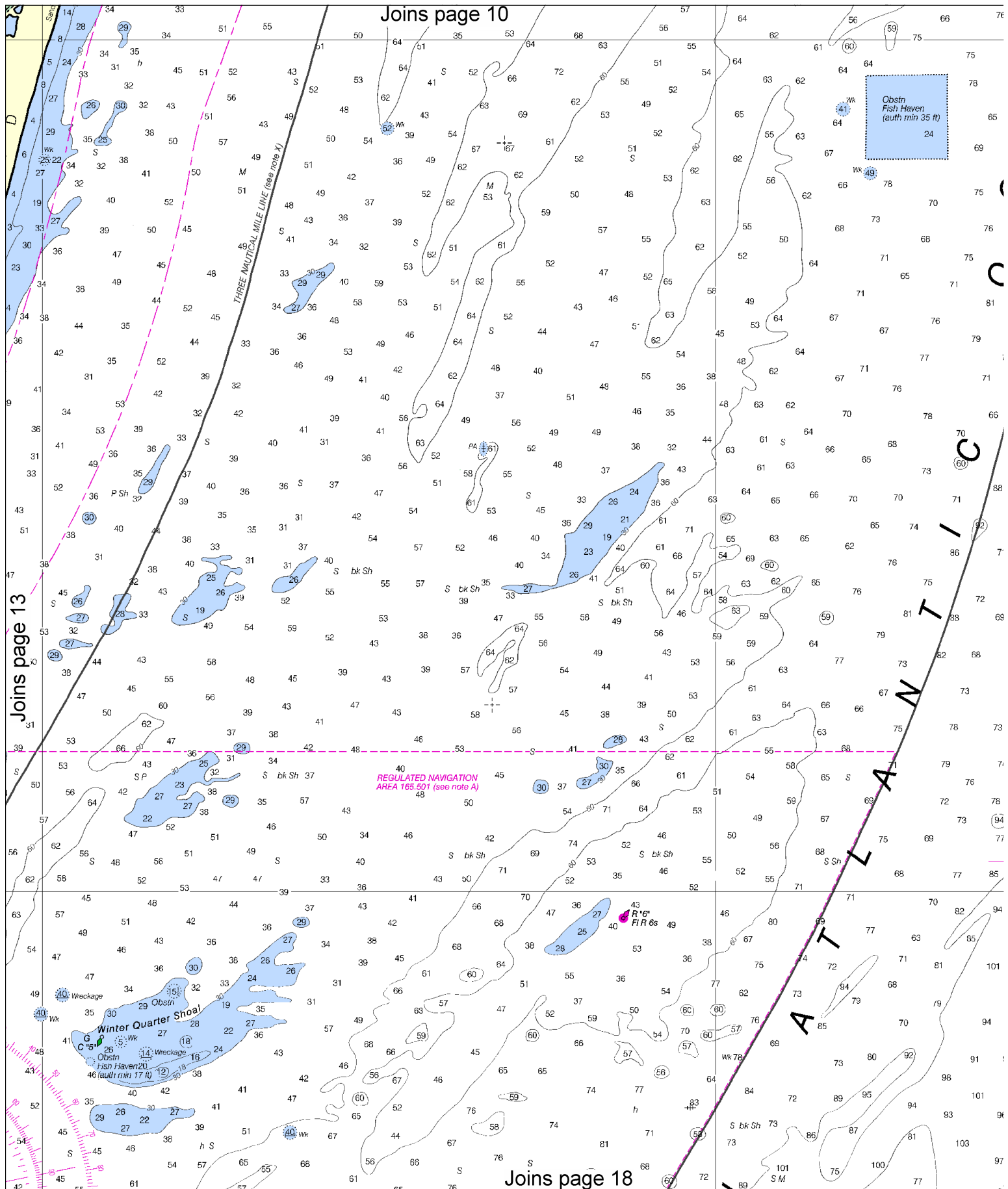
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







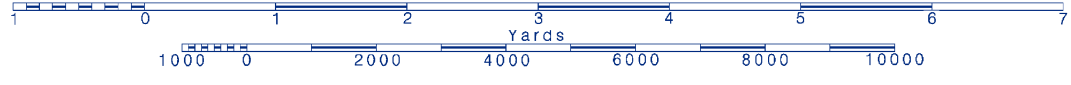
14

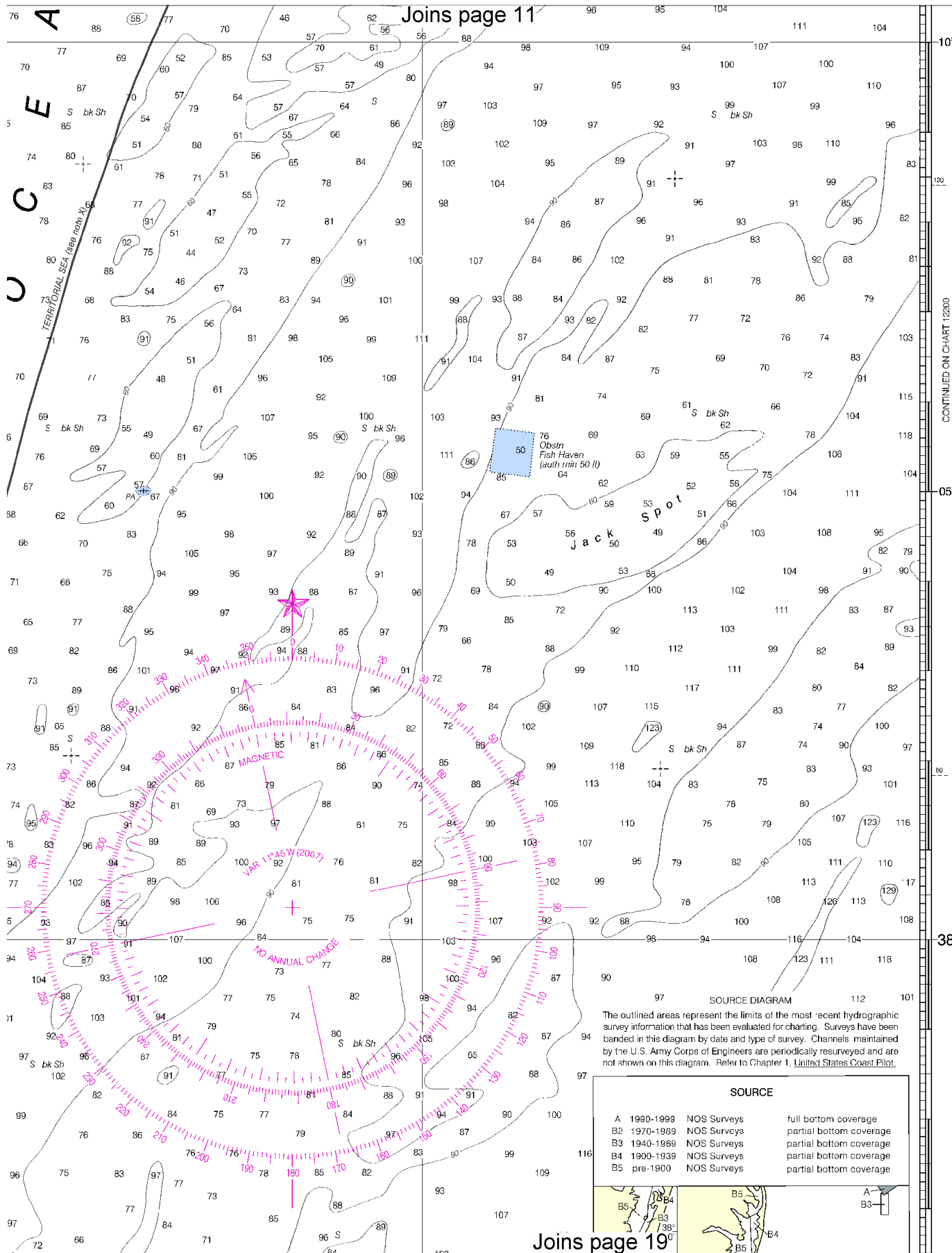


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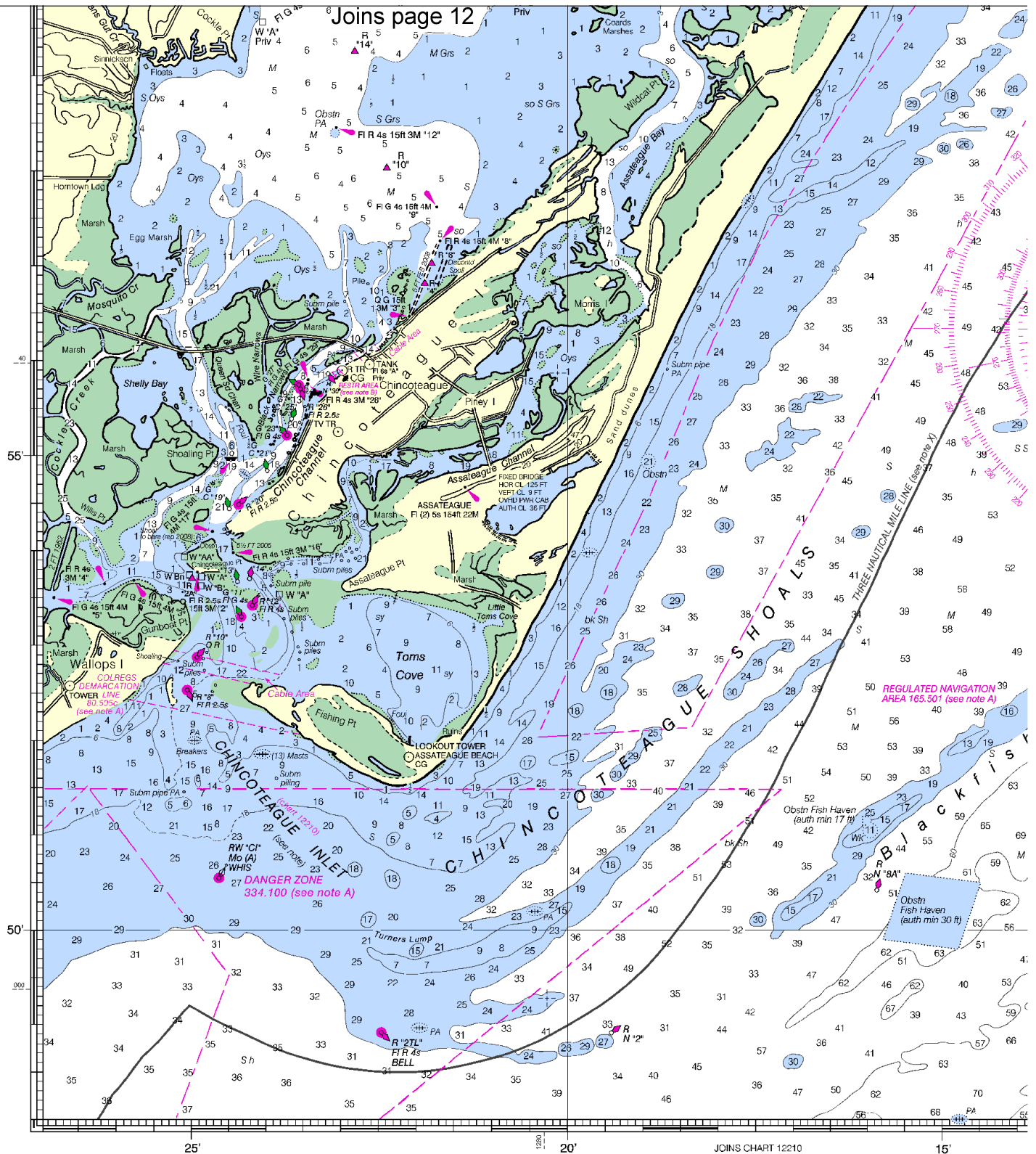
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See Note on page 5.





CONTINUED ON CHART 12200



43rd Ed., Oct./07
 Corrected through NM Oct. 20/07
 Corrected through LNM Oct. 16/07

12211
 LORAN-C OVERPRINTED

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEE

16

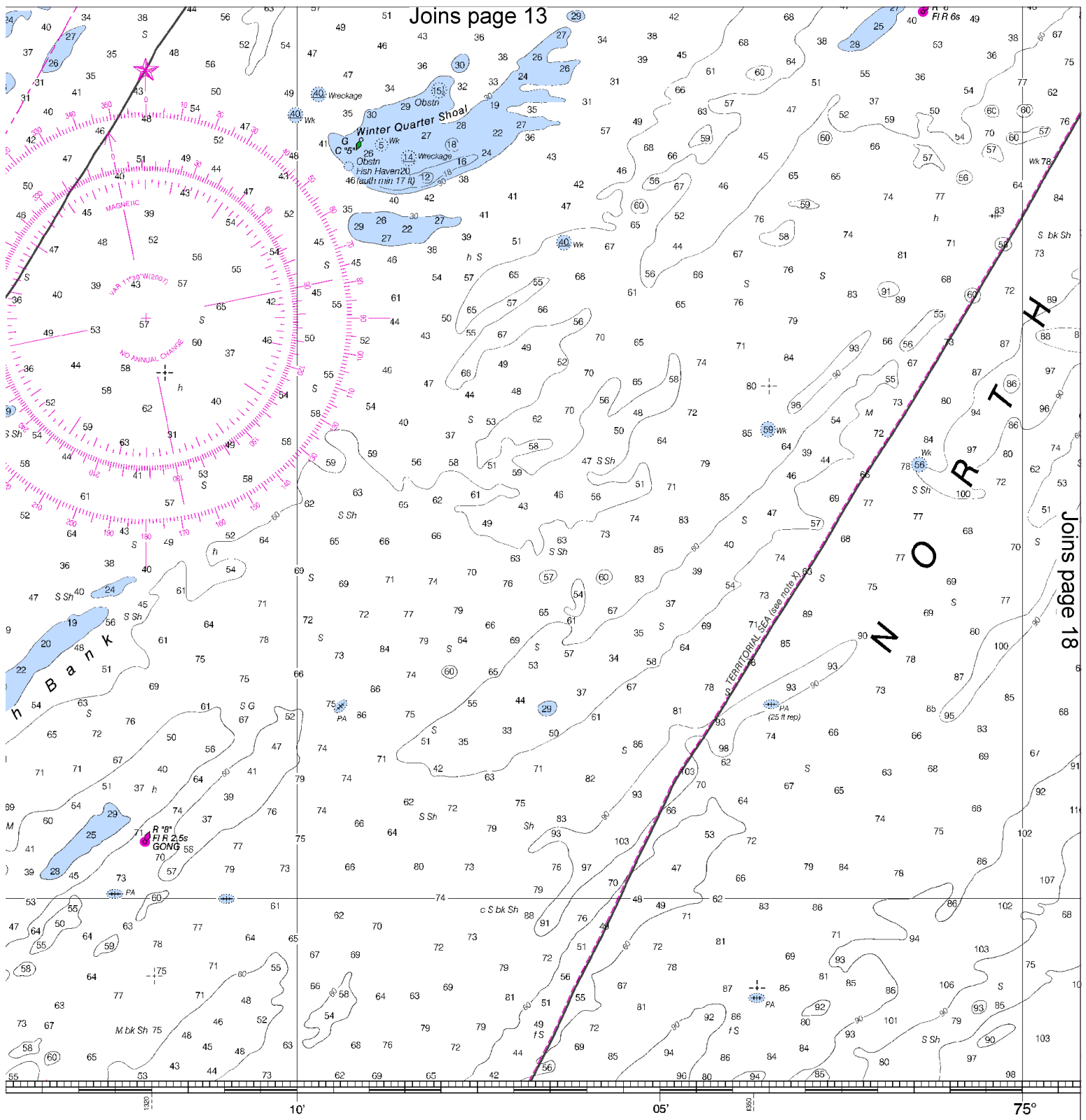


Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



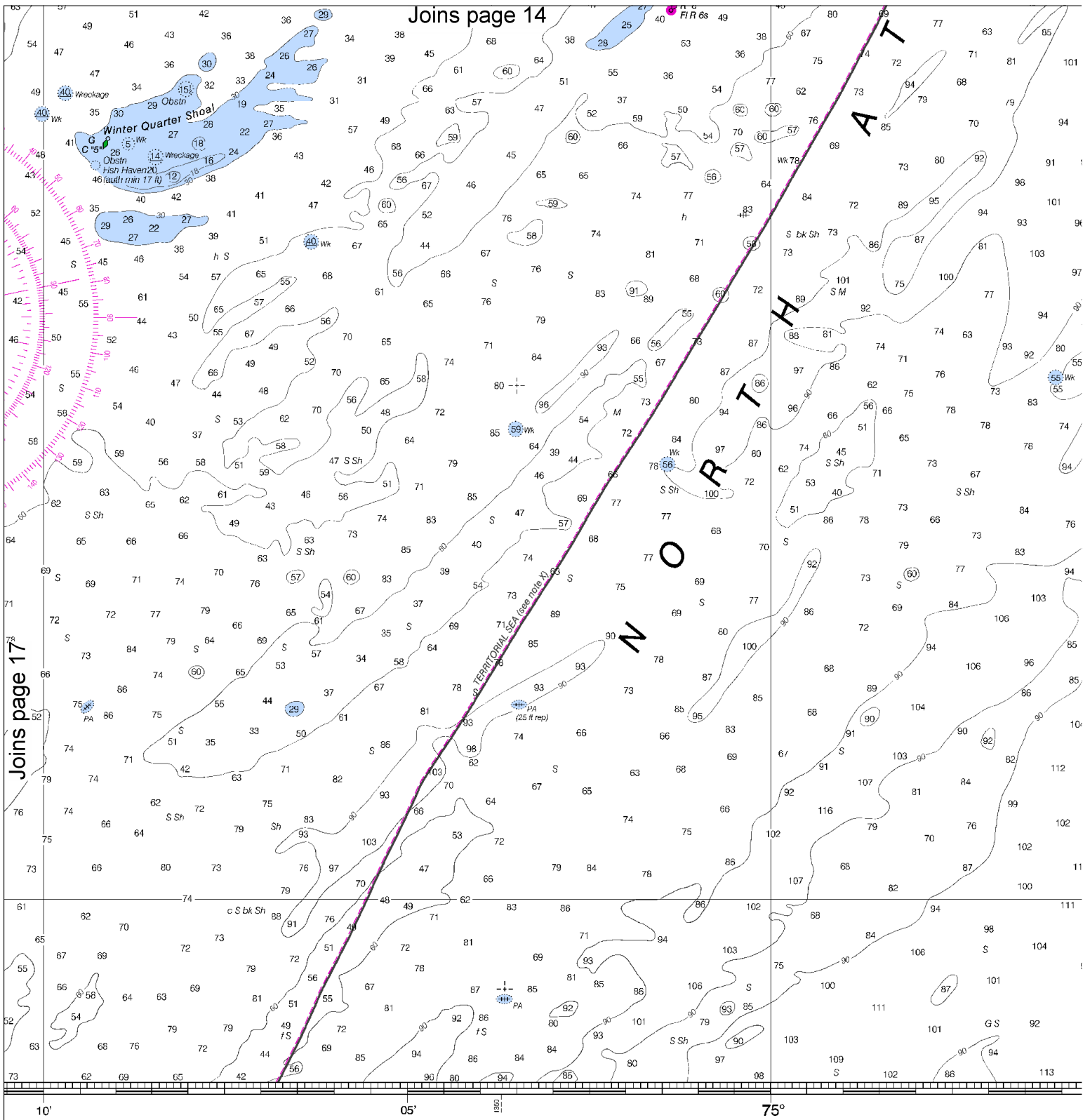


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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, editions, or comments for improving this chart to the Chief, Marine Chart Division (H/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
FEET
METERS



remote safe navigation. The National
revisions, additions, or comments for
Division (N/C52), National Ocean
0-3282.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11

18

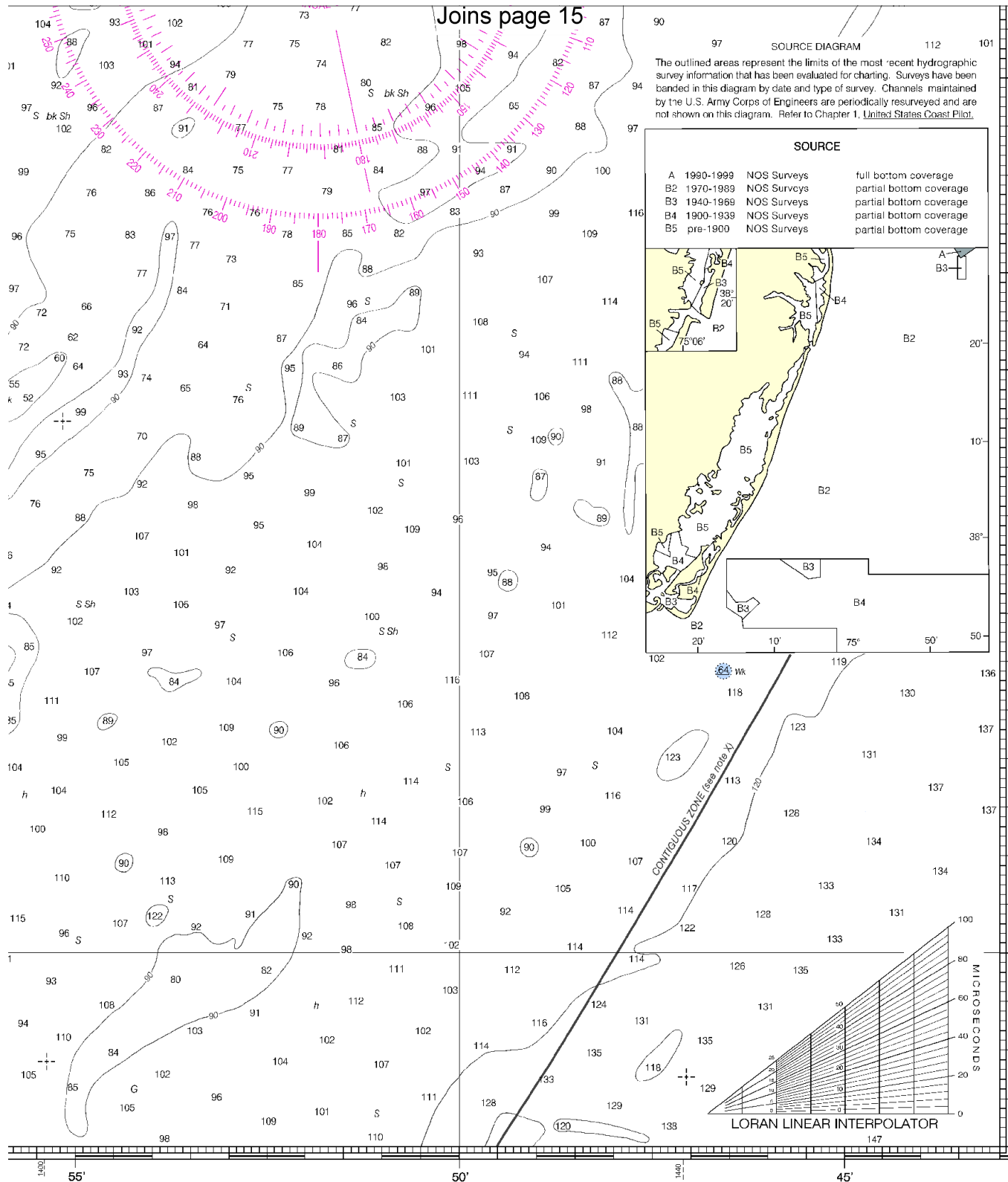


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Fenwick Island to Chincoteague Inlet
SOUNDINGS IN FEET - SCALE 1:80,000

12211
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Ocean City – 410/289-7457/7559

Coast Guard Chincoteague – 757/336-2874/75

Coast Guard Indian River – 302/227-2440

Maryland Natural Resources Police – 410-260-8888

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.